

**Democratic Services**

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18<sup>th</sup> July 2019  
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**To: All Members of the Climate Emergency and Sustainability Policy Development and Scrutiny Panel**

**Councillors:** Karen Walker (Chair), Tom Davies (Vice-Chair), Alison Born, Shelley Bromley, Sue Craig, Joel Hirst, Lucy Hodge, Dr Kumar, Lisa O'Brien and Grant Johnson

**Climate Emergency and Sustainability Policy Development and Scrutiny Panel: Monday, 22nd July, 2019**

Please find attached a **SUPPLEMENTARY AGENDA DESPATCH** of late papers which were not available at the time the agenda was published. Please treat these papers as part of the agenda.

Papers have been included for the following items:

**7. CLEAN AIR ZONE CHARGING ORDER (Pages 3 - 6)**

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Agenda Item 7

## Bath & North East Somerset Council

MEETING/ DECISION MAKER:	<b>Climate Sustainability and Environment Policy Development and Scrutiny Panel</b>	
MEETING/ DECISION DATE:	<b>22<sup>nd</sup> July 2019</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>E</b>
TITLE:	<b>Clean Air Zone Update</b>	
WARD:	All	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b>		
None		

### 1 THE ISSUE

1.1 The paper updates Panel members of the progress within the Clean Air Zone project.

### 2 RECOMMENDATION

The Panel members are asked to;

2.1 Note the update as set out within the report.

### 3 BACKGROUND

3.1 Poor air quality is the largest known environmental risk to public health in the UK. Investing in cleaner air and doing more to tackle air pollution are priorities for the EU and UK governments, as well as for Bath and North East Somerset Council (B&NES). B&NES has monitored and endeavoured to address air quality in Bath, and the wider B&NES area, since 2002. Despite this, Bath has ongoing exceedances of the legal limits for Nitrogen Dioxide (NO<sub>2</sub>) and these are predicted to continue until 2025 without intervention.

3.2 Under the Environment Act 1995, a Ministerial Direction was issued to Bath and North East Somerset Council and many other UK cities including Derby, Leeds, Nottingham and Southampton in July 2017. The Direction stipulates that the Council should prepare a final plan (i.e. the Outline Business Case setting out the preferred option) for a scheme to deliver compliance with legal limits in line with the UK Air Quality Plan (AQP) by 31 December 2018.

3.3 In addition to the above and the requirements placed on the Authority, it is important to remember the health impacts linked to NO<sub>2</sub> pollution:

- Exposure to high levels of NO<sub>2</sub> makes heart and lung conditions worse
- 12,000 people in B&NES suffer from asthma, and exposure to high levels of NO<sub>2</sub> can trigger attacks

- The latest research indicates that in the UK, between 1 in 4 and 1 in 12 new cases of asthma in children each year is attributable to NO2
- High levels of NO2 contribute to reduced lung development in children
- High levels of NO2 are linked to the increased possibility of heart attacks and dementia in older people.

#### 4 REVIEW

- 4.1 An independent review of the CAZ process has been commissioned and the intention is that this will be completed in advance of a report to the Cabinet in September 2019.
- 4.2 Like all information relating to the CAZ project, the intention is also that the report will be publically available and will form part of the submission to Central Government as part of the final Full Business Case.
- 4.3 The review will be a through desktop review of the processes and frameworks used to ensure that the new Administration can commit to the delivery of the outcomes.

#### 5 OTHER AUTHORITIES UPDATE

- 5.1 A number of other cities have also received letters of direction from the Government. The table below sets out the current public position of each Authority to give a context to the work being undertaken.

Coventry	Requested over £80M for a package of mitigation measures (i.e. measures to offset the impact of the CAZ on those who would be charged), this plan has been rejected by Joint Air Quality Unit (JAQU) who have directed the Council to implement a Class D Charging CAZ to deliver compliance in the shortest possible time.
Birmingham	Proposing to implement a Class D Charging CAZ from 1 January 2020, £52M funding was granted by JAQU from a £68M request. Currently postponed for up to 12 months due to delays in the launch of the Centralised Systems.
Leeds	Proposing to implement a Class B Charging CAZ from 6 January 2020, £29M funding was granted by JAQU from a £40M request. Currently postponed for up to 12 months due to delays in the launch of the Centralised Systems.
Newcastle	Public consultation recently finished on proposals to introduce a Class D Charging CAZ or a central Low Emission Zone with tolls on the three main bridges.
Bristol	Completed their Strategic Outline Business Case which included Charging CAZ options, currently consulting on their proposals.
Manchester	Currently proposing to introduce a Charging CAZ which covers all 10 Greater Manchester authorities. Class B from 2021, then Class C from 2023.

#### 6 MITIGATION MEASURES

- 6.1 The package of mitigation measures the Council has submitted to Central Government as part of the Clean Air Fund bid includes the following items:

- Financial assistance schemes for businesses, community groups and individuals with non-compliant vehicles
- A sustainable transport and travel team
- EV charging points targeted at LGV/van drivers
- A revised P&R offer including extended site opening hours, additional security and a free P&R concession for LGV/van drivers

- Delivery and servicing plan support for businesses within the zone
- Additional 'last mile' delivery infrastructure (e-cargo bikes, EV vans and local distribution hubs) for businesses within the zone
- Policy and implementation of on/off street charging points
- Enforcement of anti-idling and weight restrictions
- Policy, review of existing and implementation of new Residents Parking Zones

6.2 In addition, there is a programme to retrofit all buses that enter Bath to achieve a fully compliant fleet.

6.3 Feedback from Central Government on the bid is expected by 26<sup>th</sup> July 2019. Officers will then review comments with Cabinet Members and adjust the bid as necessary to ensure that the Council receives the best possible package of mitigation.

6.4 Any net revenue from the scheme has to facilitate the achievement of transport policies set out in the Joint Local Transport Plan and Getting Around Bath strategies. Improvements could include:

- Support and enhancement of the existing Clean Air Fund measures
- Implementation of public transport route improvements on key corridors
- Expansion of the size of the P&R sites where appropriate and implement smaller P&R sites on existing bus routes
- Mobility as a Service Scheme to link sustainable transport options
- Scoot/Cycle to School initiative and improvements to safe access to schools
- Related research and policy development

6.5 To provide the required level of governance to allocate any revenue received a Steering Group, chaired by the Cabinet Member for Climate Emergency, is being formed. Other board members will include relevant Cabinet Members and Finance representatives. Stakeholders will also be invited to attend the board and processes will be developed to allow for bids to the fund to be submitted for consideration.

## 7 NEXT STEPS

7.1 A report will be submitted to Cabinet in September 2019.

<b>Contact person</b>	<i>Chris Major – 01225 (39)4231</i>
<b>Background papers</b>	<i>None</i>
<b>Please contact the report author if you need to access this report in an alternative format</b>	

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